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U. S. DISTRICT COURT  
DISTRICT OF IDAHO  
Filed at 4 PM

JUN 20 1986

JERRY L. CLAPP, Clerk  
By [Signature] Deputy

IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF IDAHO

UNITED STATES OF AMERICA,

Plaintiff,

-vs-

164.21 ACRES OF LAND, MORE OR  
LESS, SITUATE IN SHOSHONE  
COUNTY, STATE OF IDAHO;  
POTLATCH CORPORATION, and the  
HEIRS OF MARY D. THERIAULT  
and EDWARD I. THERIAULT,  
et al.; and UNKNOWN OWNERS,

Defendant.

Civil No. IV 86 3035

JUDGMENT ON DECLARATION OF  
TAKING AND ORDER FOR  
DELIVERY OF POSSESSION

/I hereby certify that the annexed instrument  
is a true and correct copy of the original on  
file in my office.

Dated this 24th day of June, 1986.

JERRY L. CLAPP, Clerk

By [Signature] Deputy

THIS CAUSE having come on for hearing ex parte upon motion  
of the plaintiff to enter a judgment on the Declaration of  
Taking, filed in the above-entitled matter on the 18th day of  
June, 1986, and for an order fixing the date for the surrender  
of possession of the property described in the Complaint filed  
herein to plaintiff, and upon consideration thereof and of the  
Complaint filed herein, said Declaration of Taking, the  
statutes in such cases made and provided, and it appearing that  
plaintiff is entitled to possession of said property;



323412

1 FIRST: That the United States of America is entitled to  
2 acquire property by eminent domain for the purposes as set out  
3 and prayed in said complaint;

4 SECOND: That a complaint for condemnation was filed at  
5 the request of the Administrator of the Federal Highway  
6 Administration, Department of Transportation of the United  
7 States of America, the authority empowered by law to acquire  
8 said estate or interest upon the lands described in said  
9 complaint and also under the authority of the Attorney General  
10 of the United States;

11 THIRD: That the Complaint and Declaration of Taking state  
12 the authority under which, and the public use for which the  
13 estate or interest upon said lands was taken, that the  
14 Administrator of the Federal Highway Administration is the  
15 person duly authorized and empowered by law to acquire lands  
16 such as are described in the complaint for the public use for  
17 the construction and reconstruction of Forest Highway Route 50  
18 being constructed between St. Maries and Avery, Idaho and for  
19 such other uses as may be authorized by Congress or by  
20 Executive Order, and the Attorney General of the United States  
21 is the person duly authorized by law to direct the institution  
22 of such condemnation proceedings;

23 FOURTH: That a proper description of the land upon which  
24 said estate or interest is sought to be taken, sufficient for  
25 identification thereof, is set out in said Declaration of  
26 Taking;

323412

1 FIFTH: That said Declaration of Taking contains a  
2 statement of the estate or interest in the said lands taken for  
3 said public uses, and said estate or interest is more  
4 particularly described as follows, to-wit:

5 The said land is necessary for the construction and  
6 reconstruction of Forest Highway Route 50 being  
7 constructed between St. Maries and Avery, Idaho, in  
8 accordance with standards, including control of  
9 access, adopted by the Secretary of Transportation  
10 in cooperation with the State highway departments,  
11 which standards have been adopted, affirmed and  
12 continued in effect by the Federal Highway  
13 Administrator pursuant to the authority delegated to  
14 him by the Secretary of Transportation and in  
15 accordance with Section 13(a) of the Department of  
16 Transportation Act approved October 15, 1966 (80  
17 Stat. 931, 949, as renumbered by §906, 90 Stat.  
18 149).

19 SIXTH: That a plat showing the lands taken is  
20 incorporated in said Declaration of Taking;

21 SEVENTH: That a statement is contained in said  
22 Declaration of Taking of a sum of money, estimated by said  
23 acquiring authority to be just compensation for said estate or  
24 interest, in the amount of Twenty Five Thousand Five Hundred  
25 Dollars (\$25,500.00), and that said sum was deposited in the  
26 registry of this Court for the use of the parties entitled  
thereto upon and at the time of the filing of the said  
Declaration of Taking;

EIGHTH: That a statement is contained in said Declaration  
of Taking that the amount of the ultimate award of compensation  
for the taking of said estate or interest, in the opinion of  
the said Administrator of the Federal Highway Administration

323442

1 will be within any limits prescribed by law on the price to be  
2 paid therefor;

3 IT IS, THEREFORE, this 20<sup>th</sup> day of June, 1986,

4 ORDERED, ADJUDGED AND DECREED that the estate or interest  
5 in the lands described in Schedule A and delineated on Schedule  
6 B, attached hereto and made a part hereof, vested in the United  
7 States of America upon the filing of said Declaration of Taking  
8 and the depositing in the registry of this Court of the said  
9 sum of \$25,500.00, as hereinabove recited, the said state or  
10 interests in the said lands is deemed to have been condemned  
11 and taken for the use of the United States of America and the  
12 right to just compensation for the estate or interests in the  
13 property taken, upon the filing of the Declaration of Taking  
14 and making of the deposit, vested in the persons entitled  
15 thereto, and the amount of compensation shall be ascertained  
16 and awarded in this proceeding and established by judgment  
17 herein pursuant to law; and

18 That the United States is entitled to the possession of  
19 the estate or interest upon the lands described in Schedule A  
20 and delineated on Schedule B, attached hereto, on the 11<sup>th</sup> day  
21 of July, 1986, provided that a certified copy of the  
22 Judgment on Declaration of Taking and Order for Delivery of  
23 Possession shall be served upon the persons in actual  
24 possession or control of the premises, and if no defendants are  
25 in actual possession or control of said premises, then the  
26 United States is entitled to the possession of the estate or  
interest upon the lands thirty (30) days after the posting of a

323442

1 certified copy of this Judgment in a conspicuous place upon the  
2 premises and the mailing by certified mail of a copy thereof to  
3 the last known address of said defendants, and this cause is  
4 held open for such other and further orders, judgments and  
5 decrees as shall be necessary in the premises, and

6 IT IS FURTHER ORDERED that a conformed copy of this  
7 judgment and order be served, either by mail or personally by  
8 agents of the United States upon any of the defendants now in  
9 possession of the property described in Schedule A and  
10 delineated on Schedule B, attached hereto, forthwith, or if no  
11 such defendants are found in actual possession of said  
12 premises, then a certified copy be posted at a conspicuous place  
13 upon said premises and forthwith make due return of said  
14 service to this Court.

15 DATED this 20<sup>th</sup> day of June, 1986.

16  
17 **HAROLD L. RYAN**

18 **HAROLD L. RYAN**  
19 **UNITED STATES DISTRICT JUDGE**  
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323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 1

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Idaho First National Bank as trustee for Edward W. Phillips and  
Kenneth T. Thompson.

A parcel of land lying within the following described property:

Lot 9 of Section 13, T. 45 N., R. 3 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip  
of land 200 feet in width, 100 feet on each side of the centerline of the  
former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as  
established by WDFD's 1980 survey and as shown on the official Right-Of-Way  
Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 87+79.42, said  
Station being 1960.845 feet, S90°35'03.3"W of the Northeast corner of said  
Section 13; thence on a 1,300 foot radius curve to the right 79.21 feet to  
Station 88+58.63; thence S22°22'W, 474.18 feet to Station 93+32.81; thence  
on a 1,570 foot radius curve to the left approximately 187.19 feet to a point  
on the South boundary of said Lot 9, which point is approximate Station 95+20.

The parcel of land to which this description applies contains 3.41 acres, more  
or less.

**SCHEDULE A**

3234-12

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 2

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (BLM)

A parcel of land lying within the following described property:  
Lot 12 of Section 13, T. 45 N., R. 3 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 95+20, said Station being on the north boundary of said Lot 12; thence on a 1,570 foot radius curve to the left, approximately 10.56 feet to Station 95+30.56; thence S15°09'W, 11.57 feet to Station 95+42.13; thence on a 660 foot radius curve to the left, 470.56 feet to Station 100+12.69; thence S25°42'E, 0.99 feet to Station 100+13.68; thence on a 530 foot radius curve to the left, 225.55 feet to Station 102+39.23; thence S50°05'E, 8.63 feet to Station 102+47.86; thence on a 1050 foot radius curve to the left, 131.64 feet to Station 103+79.50; thence S57°16'E approximately 332.50 feet to a point on the east boundary of said Lot 12, which point is approximate Station 107+12.

The parcel of land to which this description applies contains 5.45 acres, more or less.

323411

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 3

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation.

A parcel of land lying within the following described property:

Lot 9 of Section 18, T. 45 N., R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 107+12, said Station being on the west boundary of said Lot 9; thence S57°16'E, approximately 738 feet to a point on the south boundary of said Lot 9, which point is approximate Station 114+50.

The parcel of land to which this description applies contains 3.40 acres, more or less.

323112

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 4

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation.

A parcel of land lying within the following described property:

Lots 10, 8, and 5 of Section 18, T. 45 N., R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land variable in width, 100 feet on the left side and variable in width on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 114+50, said Station being on the north boundary of said Lot 10; thence S57°16'E, approximately 155.25 feet to Station 116+05.25; thence on a 1020 foot radius curve to the left 146.87 feet to Station 117+52.12; thence S65°31'E, 15.81 feet to Station 117+67.93; thence on a 710 foot radius curve to the left 609.88 feet to Station 123+77.81; thence N65°16'E, 0.49 feet to Station 123+78.30; thence on a 900 foot radius curve to the left 162.32 feet to Station 125+40.62; thence N54°56'E, 477.52 feet to Station 130+18.14; thence on a 2780 foot radius curve to the right 107.55 feet to Station 131+25.69; thence N57°09'E, 581.72 feet to Station 137+07.41; thence on a 3850 foot radius curve to the left 133.27 feet to Station 138+40.68; thence N55°10'E, 317.59 feet to Station 141+58.27; thence on a 4830 foot

323412

radius curve to the left 154.55 feet to Station 143+12.82; thence N53°20'E, 162.60 feet to Station 144+75.42; thence on a 2820 foot radius curve to the left approximately 434.58 feet to a point on the north boundary of said Lot 5, which point is approximate Station 149+10.

The width right of the said centerline of the strip of land above referred to is as follows:

Limit to Limit	Width Right of Centerline
N. Bdry. Lot 10 to 121+89+	100 feet
121+89+ to 149+21+	To O.H.W.*
149+21+ to N. Bdry. Lot 5	100 feet

\*O.H.W. = Ordinary high water line along north bank of St. Joe River.

The parcel of land to which this description applies contains 14.53 acres, more or less.

323412

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 5

Description prepared by Federal Highway Administration  
Western District Federal Division (WUFD), October 1985

Fee Owner: United States (BLM)

A parcel of land lying within the following described property:

SW 1/4 NE 1/4 of Section 18, T. 45 N., R. 4 E., 8.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WUFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 149+10, said Station being on the south boundary of said SW 1/4 NE 1/4; thence on a 2820 foot radius curve to the left approximately 24.79 feet to Station 149+34.79; thence N44°00'E, 393.84 feet to Station 153+28.63; thence on a 1860 foot radius curve to the right approximately 149.37 feet to a point on the east boundary of said SW 1/4 NE 1/4, which point is approximate Station 154+78.

The parcel of land to which this description applies contains 2.62 acres, more or less.

323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 6

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lot 3 of Section 18, T. 45 N., R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land variable in width, 100 feet on the left side and variable on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 154+78, said Station being on the west boundary of said Lot 3; thence on a 1860 foot radius curve to the right approximately 458.77 feet to Station 159+36.77; thence N62°44'E, 877.85 feet to Station 168+14.62; thence on a 680 foot radius curve to the left approximately 185.38 feet to a point on the east boundary of said Lot 3, which point is approximate Station 170+00.

46  
323442

The width right of the said centerline of the strip of land above referred to is as follows:

Limit to Limit	Width Right of Centerline
W. Bdry. Lot 3 to 166+62+*	100 feet
166+62+ to E. Bdry. Lot 3	to O. H. W.*

\*O.H.W. = Ordinary high water line along north bank of St. Joe River.

The parcel of land to which this description applies contains 6.90 acres, more or less.

323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 7

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (BLM)

A parcel of land lying within the following described property:

Lots 4, 3, 2, and 1 of Section 17, T. 45 N., R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land variable in width, 100 feet on the left side and variable on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 170+00, said Station being on the west boundary of said Lot 4; thence on a 680 foot radius curve to the left approximately 235.94 feet to Station 172+35.94; thence N27°14'E, 295.11 feet to Station 175+31.05; thence on a 690 foot radius curve to the right 258.52 feet to Station 177+89.57; thence N48°42'E, 845.92 feet to Station 186+35.49; thence on a 730 foot radius curve to the right 484.79 feet to Station 191+20.28; thence N86°45'E, 32.57 feet to Station 191+52.85; thence on a 1910 foot radius curve to the right 450.59 feet to Station 196+03.44; thence S79°44'E, 762.69 feet to Station 203+66.13; thence on a 1900 foot radius curve to the right 531.69 feet to Station 208+97.82; thence S63°42'E, 54.85 feet to Station 209+52.67; thence on a 5430 foot radius curve to the right 627.07 feet to Station 215+79.74;

323412

thence S57°05'E, 0.11 feet to Station 215+79.85; thence on a 940 foot radius curve to the right 258.67 feet to Station 218+38.52; thence S41°19'E, 361.03 feet to Station 221+89.55; thence on an 810 foot radius curve to the left 120.87 feet to Station 223+10.42; thence S49°52'E, 8.70 feet to Station 223+19.12; thence on a 620 foot radius curve to the left 279.14 feet to Station 225+98.26; thence S75°39'45"E, 20.96 feet to Station 226+19.22; thence on a 620 foot radius curve to the left 205.87 feet to Station 228+25.09; thence N85°18'45"E, 0.16 feet to Station 228+25.25; thence on a 1040 foot radius curve to the left 144.53 feet to Station 229+69.78; thence N77°21'E, approximately 270.22 feet to a point on the east boundary of said Lot 1, which point is approximate Station 232+40.

The width right of said centerline of the strip of land above referred to is as follows:

Limit to Limit	Width Right of Centerline
W. Bdry. Lot 4 to 217+54+	to O.H.W.*
217+54+ to 223+49+	100 feet
223+49+ to E. Bdry. Lot 1	to O.H.W.*

\*O.H.W. = Ordinary high water line along north bank of St. Joe River.

The parcel of land to which this description applies contains 25.16 acres, more or less.

323412

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 8

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (FS) - Potlatch has easement from State of Idaho

A parcel of land lying within the following described property:

Lots 4, 3, 2, and 1 of Section 16, T. 45 N., R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 50 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 232+40, said Station being on the west boundary of said Lot 4; thence  $N77^{\circ}21'E$ , approximately 328.59 feet to Station 235+68.59; thence on a 7,710 foot radius curve to the right, 305.01 feet to Station 238+73.60; thence  $N79^{\circ}37'E$ , 0.07 feet to Station 238+73.67; thence on a 2,080 foot radius curve to the right 212.37 feet to Station 240+86.04; thence  $N85^{\circ}28'E$ , 74.08 feet to Station 241+60.12; thence on a 3,000 foot radius curve to the right 435.46 feet to Station 245+95.58; thence  $S86^{\circ}13'E$ , 29.25 feet to Station 246+24.83; thence on a 700 foot radius curve to the right 276.52 feet to Station 249+01.35; thence  $S63^{\circ}35'E$ , 800.35 feet to Station 257+01.70; thence on a 900 foot radius curve to the left 219.65 feet to Station 259+21.35;

#18

323412

thence  $S77^{\circ}34'E$ , 0.51 feet to Station 259+21.86; thence on a 660 foot radius curve to the left 620.50 feet to Station 265+42.36; thence  $N48^{\circ}34'E$ , 20.56 feet to Station 265+62.92; thence on a 770 foot radius curve to the left 90.27 feet to Station 266+53.19; thence  $N41^{\circ}51'E$ , 312.87 feet to Station 269+66.06; thence on a 1120 foot radius curve to the right 699.16 feet to Station 276+65.22; thence  $N77^{\circ}37'E$ , 46.41 feet to Station 277+11.63; thence on a 660 foot radius curve to the right 649.30 feet to Station 283+60.93; thence  $S46^{\circ}01'E$ , 687.69 feet to Station 290+48.62; thence on a 530 foot radius curve to the left 169.74 feet to Station 292+18.36; thence  $S64^{\circ}22'E$ , 21.02 feet to Station 292+39.38; thence on a 520 foot radius curve to the left approximately 0.62 feet to a point on the east boundary of said Lot 1, which point is approximate Station 292+40.

The parcel of land to which this description applies contains 20.13 acres, more or less.

3234-12

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 9

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985-

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lot 2, of Section 15; Lots 3, 2, 1, NE 1/4 of the SE 1/4 and Lot 6 Section 10;  
Lots 4, 3, 2, and 1 of Section 11; and Lot 3 of Section 14; T. 45 N.,  
R. 4 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip  
of land variable in width on each side of the centerline of the former  
Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as  
established by WDFD's 1980 survey and as shown on the official Right-Of-Way  
Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 292+40, said  
Station being on the west boundary of said Lot 2 of Section 15; thence on a  
520 foot radius curve to the left approximately 610.18 feet to  
Station 298+50.18; thence  $N48^{\circ}20'E$ , 0.44 feet to Station 298+50.62; thence  
on a 920 foot radius curve to the left 162.44 feet to Station 300+13.06; thence  
 $N38^{\circ}13'E$ , 938.85 feet to Station 309+51.91; thence on a 2,550 foot radius  
curve to the left 616.41 feet to Station 315+68.32; thence  $N24^{\circ}22'E$ ,  
1,293.80 feet to Station 328+62.12; thence on a 750 foot radius curve to the  
right 719.29 feet to Station 335+81.41; thence  $N79^{\circ}19'E$ , 1,085.03 feet to  
Station 346+66.44; thence on an 830 foot radius curve to the right 747.97 feet  
to Station 354+14.41; thence  $S49^{\circ}03'E$ , 605.68 feet to Station 360+20.09;  
thence on a 2,400 foot radius curve to the left 345.58 feet to

#9  
32344

Station 363+65.67; thence  $S57^{\circ}18'E$ , 31.05 feet to Station 363+96.72; thence on a 780 foot radius curve to the left 100.06 feet to Station 364+96.78; thence  $S64^{\circ}39'E$ , 5.25 feet to Station 365+02.03; thence on a 650 foot radius curve to the left 285.88 feet to Station 367+87.91; thence  $S89^{\circ}51'E$ , 17.90 feet to Station 368+06.81; thence on a 1,050 foot radius curve to the left 113.32 feet to Station 369+19.13; thence  $N83^{\circ}58'E$ , 300.83 feet to Station 372+19.96; thence on a 710 foot radius curve to the right 730.29 feet to Station 379+50.25; thence  $S37^{\circ}06'E$ , 329.84 feet to Station 382+80.09; thence on a 1,400 foot radius curve to the left 157.50 feet to Station 384+37.59; thence  $S43^{\circ}32'45"E$ , 4.79 feet to Station 384+42.38; thence on a 580 foot radius curve to the left 528.96 feet to Station 389+71.34; thence  $N84^{\circ}12'E$ , 42.48 feet to Station 390+13.82; thence on a 470 foot radius curve to the left 206.61 feet to Station 392+20.43; thence  $N59^{\circ}00'45"E$ , 22.99 feet to Station 392+43.42; thence on a 950 foot radius curve to the left 145.01 feet to Station 393+88.43; thence  $N50^{\circ}16'E$ , 228.27 feet to Station 396+16.70; thence on a 1,400 foot radius curve to the right 1,025.44 feet to Station 406+42.14; thence  $S87^{\circ}46'E$ , 970.85 feet to Station 416+12.99; thence on a 1,620 foot radius curve to the left approximately 710.01 feet to a point on the east boundary of said Lot 1 of Section 11, which point is approximate Station 423+23.

323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 10

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (FS)

A parcel of land lying within the following described property:

Lots 4, 3, 2, and 1 of Section 12, T. 45 N., R. 4 E., B.M., Shoshone County,  
Idaho.

The said parcel being that portion of said property included in a strip  
of land 100 feet in width on the left and variable in width to the ordinary  
high water line along the north bank of the St. Joe River on the right side of  
the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad  
Company's main track as established by WDFD's 1980 survey and as shown on the  
official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved  
October 3, 1985.

Beginning at approximate Engineer's centerline Station 423+23, said  
Station being on the west boundary of said Lot 4; thence on a 1,620 foot  
radius curve to the left approximately 124.08 feet to Station 424+47.08;  
thence N62°44'E, 379.07 feet to Station 428+26.15; thence on a 2,240 foot  
radius curve to the right 1,033.42 feet to Station 438+59.57; thence  
N89°10'E, 544.18 feet to Station 444+33.75; thence on a 840 foot radius  
curve to the right 278.31 feet to Station 447+12.06; thence S71°51'E,  
369.42 feet to Station 450+71.48; thence on a 1,110 foot radius curve to the  
left 528.24 feet to Station 455+99.72; thence N80°53'E, 295.41 feet to  
Station 458+95.13; thence on a 700 foot radius curve to the right 399.71 feet  
to Station 462+94.84; thence S66°24'E, 288.39 feet to Station 465+53.23;

#10

323442

The widths in feet of the strip of land above referred to are as follows:

Limit to Limit	Width Left of Centerline	Width Right of Centerline
W. Bdry Lot 2 of Section 15 to E. Bdry. Lot 6 of Section 10	100'	to O.H.W.*
E. Bdry Lot 6 of Section 10 to E. Bdry. Lot 3 of Section 11	50'	50'
E. Bdry Lot 3 of Section 11 to E. Bdry. Lot 2 of Section 11	100'	to O.H.W.*
E. Bdry Lot 2 of Section 11 to E. Bdry. Lot 1 of Section 11	200'	to O.H.W.*

\*O.H.W. = Ordinary high water line along north bank of St. Joe River.

The parcel of land to which this description applies contains 50.77 acres,  
more or less.

3234-1

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 11

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lots 6, 5, 4, 3, and 11 of Section 7, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(b), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 478+50, said Station being on the west boundary of said Lot 6; thence on a 2,860 foot radius curve to the right approximately 1,021.88 feet to Station 488+71.88; thence S81°11'E, 3.47 feet to Station 488+75.35; thence on a 2,600 foot radius curve to the right 237.48 feet to Station 491+12.83; thence S75°57'E, 525.67 feet to Station 496+38.50; thence on an 820 foot radius curve to the left 200.54 feet to Station 498+39.04; thence S89°57'45"E, 0.24 feet to Station 498+39.28; thence on a 630-foot radius curve to the left 267.24 feet to Station 501+06.52; thence N55°44'E, 19.67 feet to Station 501+26.19; thence on a 530 foot radius curve to the left 226.67 feet to Station 503+52.86; thence N41°13'45"E, 0.04 feet to Station 503+52.90;

323-1-1

thence on a 970 foot radius curve to the left 96.01 feet to Station 466+49.24; thence  $S72^{\circ}04'15''E$ , 6.61 feet to Station 466+55.85; thence on a 630 foot radius curve to the left 354.74 feet to Station 470+10.59; thence  $N75^{\circ}40'E$ , 13.53 feet to Station 470+24.12; thence on a 680 foot radius curve to the left 88.42 feet to Station 471+12.54; thence  $N68^{\circ}13'E$ , 231.90 feet to Station 473+44.44; thence on a 2,860 foot radius curve to the right approximately 505.56 feet to a point on the east boundary of said Lot 1, which point is approximate Station 478+50.

The parcel of land to which this description applies contains 20.75 acres, more or less.

323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 12

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (FS)

A parcel of land lying within the following described property:  
Lot 1 of Section 18, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 545+03, said Station being on the north boundary of said Lot 1; thence on a 750 foot radius curve to the left approximately 270.68 feet to Station 547+73.68; thence  $S15^{\circ}40'E$ , 1.24 feet to Station 547+74.92; thence on a 770 foot radius curve to the left 270.57 feet to Station 550+45.49; thence  $S35^{\circ}48'E$ , 4.39 feet to Station 550+49.88; thence on a 700 foot radius curve to the left 208.10 feet to Station 552+57.98; thence  $S52^{\circ}50'E$ , 2.49 feet to Station 552+60.47; thence on a 1,340 foot radius curve to the left approximately 35.53 feet to a point on the east boundary of said Lot 1, which point is approximate Station 552+96.

The parcel of land to which this description applies contains 2.95 acres, more

323412

thence on a 1,040 foot radius curve to the left 185.07 feet to Station 505+37.97; thence N31°02'E, 249.63 feet to Station 507+87.60; thence on a 610 foot radius curve to the right 411.00 feet to Station 511+98.60; thence N69°38'15"E, 1.19 feet to Station 511+99.79; thence on an 810 foot radius curve to the right 154.92 feet to Station 513+54.71; thence N80°35'45"E, 39.48 feet to Station 513+94.19; thence on a 2,080 foot radius curve to the right 236.72 feet to Station 516+30.91; thence N87°07'E, 2.67 feet to Station 516+33.58; thence on a 2,220 foot radius curve to the right 350.65 feet to Station 519+84.23; thence S83°50'E, 103.01 feet to Station 520+87.24; thence on a 1,110 foot radius curve to the right 346.13 feet to Station 524+33.37; thence S65°58'E, 28.11 feet to Station 524+61.48; thence on a 710 foot radius curve to the right 248.04 feet to Station 527+09.52; thence S45°57'E, 28.61 feet to Station 527+38.13; thence on a 2,260 foot radius curve to the right 319.50 feet to Station 530+57.63; thence S37°51'E, 85.23 feet to Station 531+42.86; thence on a 750 foot radius curve to the right 163.19 feet to Station 533+06.05; thence S25°23'E, 48.27 feet to Station 533+54.32; thence on a 620 foot radius curve to the right 218.95 feet to Station 535+73.27; thence S5°09'E, 34.80 feet to Station 536+08.07; thence on a 1,630 foot radius curve to the right 321.95 feet to Station 539+30.02; thence S6°10'W, 557.86 feet to Station 544+87.88; thence on a 750 foot radius curve to the left approximately 16.12 feet to a point on the south boundary of said Lot 11, which point is approximate Station 545+03.

The parcel of land to which this description applies contains 24.06 acres, more or less.

323412

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 13

Description prepared by Federal Highway Administration  
Western District Federal Division (WOFD), October 1985

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lots 5, 4, 3, and 2 of Section 17, T. 45 N., R. 5 E., B.M., Shoshone County,  
Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WOFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 552+96, said Station being on the west boundary of said Lot 5; thence on a 1,340 foot radius curve to the left approximately 115.32 feet to Station 554+11.32; thence S59°17'E, 1,282.81 feet to Station 566+94.13; thence on a 1,120 foot radius curve to the left 616.73 feet to Station 573+10.86; thence N89°10'E, 983.78 feet to Station 582+94.64; thence on a 1,890 foot radius curve to the left 853.81 feet to Station 591+48.45; thence N63°17'E, 12.41 feet to Station 591+60.86; thence on a 960 foot radius curve to the left 606.26 feet to Station 597+67.12; thence N27°06'E, 343.33 feet to Station 601+10.45; thence on a 1,050 foot radius curve to the right 574.82 feet to Station 606+85.27; thence N58°28'E, 27.57 feet to Station 607+12.84; thence

323442

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on a 1,850 foot radius curve to the right approximately 417.16 feet to a point on the north boundary of said Lot 2, which point is approximate Station 611+30.

The parcel of land to which this description applies contains 18.18 acres, more or less.

323412

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 14

Description prepared by Federal Highway Administration  
Western District Federal Division (WUFD), October 1985

Fee Owner: United States (FS)

A parcel of land lying within the following described property:

Lot 1 of Section 8, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WUFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(b), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 611+30, said Station being on the south boundary of said Lot 1; thence on a 1,850 foot radius curve to the right approximately 290 feet to a point on the east boundary of said Lot 1, which point is approximate Station 614+20.

The parcel of land to which this description applies contains 1.14 acres, more or less.

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CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 15

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lot 1 of Section 9, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left and variable in width to the ordinary high water line along the north bank of the St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 614+20 said Station being on the west boundary of said Lot 1; thence on a 1,850 foot radius curve to the right approximately 22.02 feet to Station 614+42.02; thence N81°03'E, 32.08 feet to Station 614+74.10; thence on a 1,740 foot radius curve to the right 486.41 feet to Station 619+60.51; thence S82°56'E, 15.57 feet to Station 691+76.08; thence on a 1,070 foot radius curve to the right approximately 317.92 feet to a point on the south boundary of said Lot 1, which point is approximate Station 622+94.

The parcel of land to which this description applies contains 2.87 acres, more or less.

323442

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 16

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (FS)

A parcel of land lying within the following described property:

Lot 3 of Section 16, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left side and variable in width on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 622+94, said Station being on the north boundary of said Lot 3; thence on a 1,070 foot radius curve to the right approximately 341.31 feet to Station 626+36.31; thence S47°38'E, 382.59 feet to Station 630+17.90; thence on a 1,690 foot radius curve to the left 990.58 feet to Station 640+08.48; thence S81°13'E, approximately 331.52 feet to a point on the east boundary of said Lot 3, which point is approximate Station 643+40.

#16

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The widths in feet of the strip of land above referred to are as follows:

Limit to Limit	Width Right of Centerline
N. Bdry Lot 3 to 629+92+	to O.H.W.*
629+92+ to E. Bdry Lot 3	50 feet

\*O.H.W. = Ordinary high water line along north bank of St. Joe River.

The parcel of land to which this description applies contains 6.72 acres, more or less.

323412  
CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 17

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Potlatch Corporation

A parcel of land lying within the following described property:

Lots 2 and 1 of Section 16, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 175 feet in width, 125 feet in width on the left side and 50 feet in width on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 643+40, said Station being on the west boundary of said Lot 2; thence S81°13'E, approximately 1,386.18 feet to Station 657+26.18; thence on a 4,420 foot radius curve to the left approximately 1,259.82 feet to a point on the east boundary of said Lot 1, which point is approximate Station 669+86.

The parcel of land to which this description applies contains 10.63 acres, more or less. This parcel does not encompass the entire railroad right-of-way width on the right side of centerline.

323412

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 18

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: United States (FS)

A parcel of land lying within the following described property:

Lot 5 of Section 14, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land 100 feet in width on the left side and variable in width to the ordinary high water line along the north bank of the St. Joe River and the west bank of the North Fork St. Joe River on the right side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at Engineer's centerline Station 725+39.04, said Station being on the west boundary of said Lot 5; thence on a 660 foot radius curve to the left approximately 92.25 feet to Station 726+31.29; thence  $N48^{\circ}17'E$ , 18.46 feet to Station 726+49.75; thence on a 570 foot radius curve to the left 450.25 feet to Station 731+00, which point lies  $S37^{\circ}24'E$ , 449.86 feet from the northwest corner of said Section 14.

The parcel of land to which this description applies contains 2.88 acres, more or less.

323142

CENTERLINE DESCRIPTION OF PROPERTY

PARCEL NO. 19

Description prepared by Federal Highway Administration  
Western District Federal Division (WDFD), October 1985

Fee Owner: Heirs of Edward I. Theriault

A parcel of land lying within the following described property:

Lots 4, 3, 2, and 1 of Section 15, T. 45 N., R. 5 E., B.M., Shoshone County, Idaho.

The said parcel being that portion of said property included in a strip of land variable in width on each side of the centerline of the former Chicago, Milwaukee, St. Paul & Pacific Railroad Company's main track as established by WDFD's 1980 survey and as shown on the official Right-Of-Way Plans for Idaho Forest Highway Project 50-1(6), approved October 3, 1985.

Beginning at approximate Engineer's centerline Station 669+86, said Station being on the west boundary of said Lot 4; thence on a 4,420 foot radius curve to the left approximately 733.06 feet to Station 677+19.06; thence  $N72^{\circ}57'E$ , 814.30 foot to Station 685+33.30; thence on a 4,120 foot radius curve to the right 685.52 feet to Station 692+18.88; thence  $N82^{\circ}29'E$ , 33.61 feet to Station 692+52.49; thence on a 1,440 foot radius curve to the right 647.59 feet to Station 699+00.08; thence  $S71^{\circ}45'E$ , 34.95 feet to Station 699+35.03; thence on a 1,160 foot radius curve to the right 140.71 feet to Station 700+75.74; thence  $S64^{\circ}48'E$ , 858.99 feet to Station 709+34.73; thence on a 1,270 foot radius curve to the left 1,234.63 feet to Station 721+69.36; thence  $N59^{\circ}30'E$ , 332.72 feet to Station 725+02.08; thence on a 660 foot radius curve to the left 36.96 feet

#19  
323-117

to a point on the east boundary of said Lot 1, which point is Station 725+39.04.

The left or northerly limit of the strip of land is described as follows:

Beginning at a point on the west boundary of said Lot 4, which point is 50 feet left of approximate centerline Station 669+90; thence parallel to the above described center line to a point on the east boundary of said Lot 3, which point is 50 feet left of approximate Station 697+04; thence southerly along the East boundary of said Lot 3 to a point 20 feet left of approximate Station 697+10; thence parallel to the centerline to a point 20 feet left of Station 702+80; thence to a point 10 feet left of Station 702+80; thence to a point 10 feet left of Station 705+20.00; thence to a point 125.95 feet left of Station 705+20.00; thence to a point 125.89 feet left of Station 707+10.53; thence to a point 45.70 feet left of Station 707+10.53; thence to a point 45.73 feet left of Station 708+11.78; thence to a point 45.74 feet left of Station 709+18.95; thence on a 51.51 foot radius curve to the left to a point 26.20 feet left of Station 709+58.23; thence on a chord to a point 22.74 feet left of Station 710+10.69; thence on a chord to a point 23.63 feet left of Station 711+06.59; thence on a chord to a point 23.62 feet left of Station 712+32.44; thence on a chord to a point 23.51 feet left of Station 713+36.76; thence on a chord to a point 23.82 feet left of Station 714+46.69; thence on a chord to a point 23.00 feet left of Station 715+54.43; thence on a 1,247 foot radius curve to the left to a point 23.00 feet left of Station 718+09.34; thence on a 1,244 foot radius curve to the left to a point 29.00 feet left of Station 721+59.34; thence to a point 10.00 feet left of Station 721+59.64; thence to a point 12.00 feet left of Station 724+40.72; thence to a point on the East boundary line of said Lot 1, which point is 77.58 feet left of Station 726+00.21.

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The right limit of the strip of land is described as follows:

Beginning at a point on the west boundary of said Lot 4, which point is 50 feet right of approximate centerline Station 669+82; thence parallel to the above described centerline to a point 50 feet right of Station 677+41; thence to a point on the ordinary high water line on the north bank of the St. Joe River, which point is right of Station 677+41; thence along the ordinary high water line on the north bank of the St. Joe River to a point on the said water line right of Station 702+28; thence to a point 60 feet right of Station 702+28; thence parallel to the centerline to a point on the east boundary of said Lot 1, which point is 60 feet right of Station 725+02.67

The parcel of land to which this description applies contains 12.74 acres, more or less.

RECORDED  
at the request of  
Maurice O. Ellsworth  
in  
Deeds  
Return to:  
Maurice O. Ellsworth  
United States Attorney  
Federal Bldg., Box 037  
550 W. Fort St.  
Bojse, ID 83724  
Fee \$ 76.00  
Env. Enc.

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FILED

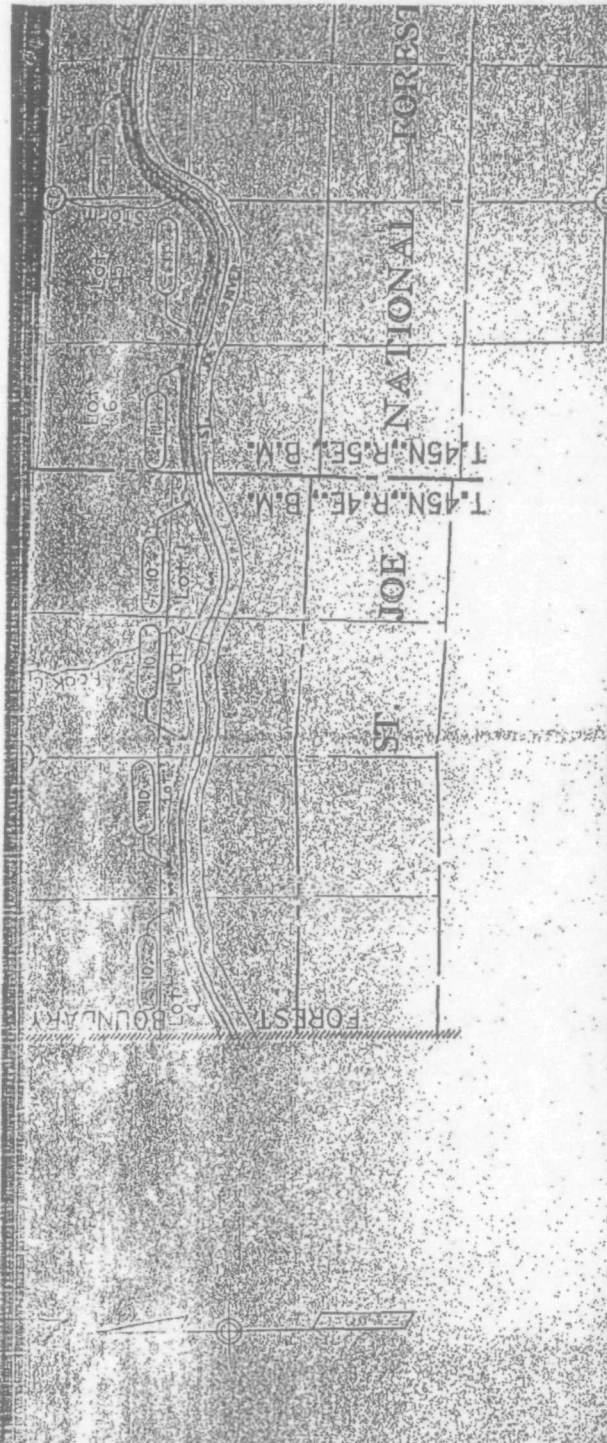
'86 JUN 27 PM 12 40

IRENE HONNIN  
SHOSHONE CITY RECORDER  
BY \_\_\_\_\_ DEPUTY

SEE ATTACHED MAP THAT FOLLOWS THIS PAGE



PARCEL INFORMATION SCHEDULE					
PARCEL NO.	FEE OWNER	RAILROAD RIGHT-OF-WAY STATUS	R/W CURRENTLY OWNED BY U.S.	R/W TO BE ACQUIRED BY U.S.	PROPOSED DISPOSITION OF RAILROAD IMPROVEMENTS
1	Idaho Nat. National Bank	Easement Under March 3, 1875 Act has Reverted to Underlying Fee Owner	—	3.41 Ac.	F.H.W.A. to Acquire
2	U.S. B.M.	Easement Under March 3, 1875 Act has Reverted to U.S.	5.45 Ac.	—	Potlatch to Remove
3	Potlatch Corporation	Potlatch Owns Fee Simple Interest	—	3.40 Ac.	F.H.W.A. to Acquire
4	Potlatch Corporation	Potlatch Owns Fee Simple Interest	—	4.53 Ac.	F.H.W.A. to Acquire
5	U.S. B.M.	Easement Under March 3, 1875 Act has Reverted to U.S.	2.62 Ac.	—	Potlatch to Remove
6	Potlatch Corporation	Potlatch Owns Fee Simple Interest	—	6.90 Ac.	F.H.W.A. to Acquire
7	U.S. B.M.	Easement Under March 3, 1875 Act has Reverted to U.S.	25.16 Ac.	—	Potlatch to Remove
8	U.S. F.S.	Potlatch Holds R/W Easement Granted by State of Idaho	—	20.3 Ac.	F.H.W.A. to Acquire
9	Potlatch Corporation	Potlatch Owns Fee Simple Interest	—	50.7 Ac.	F.H.W.A. to Acquire

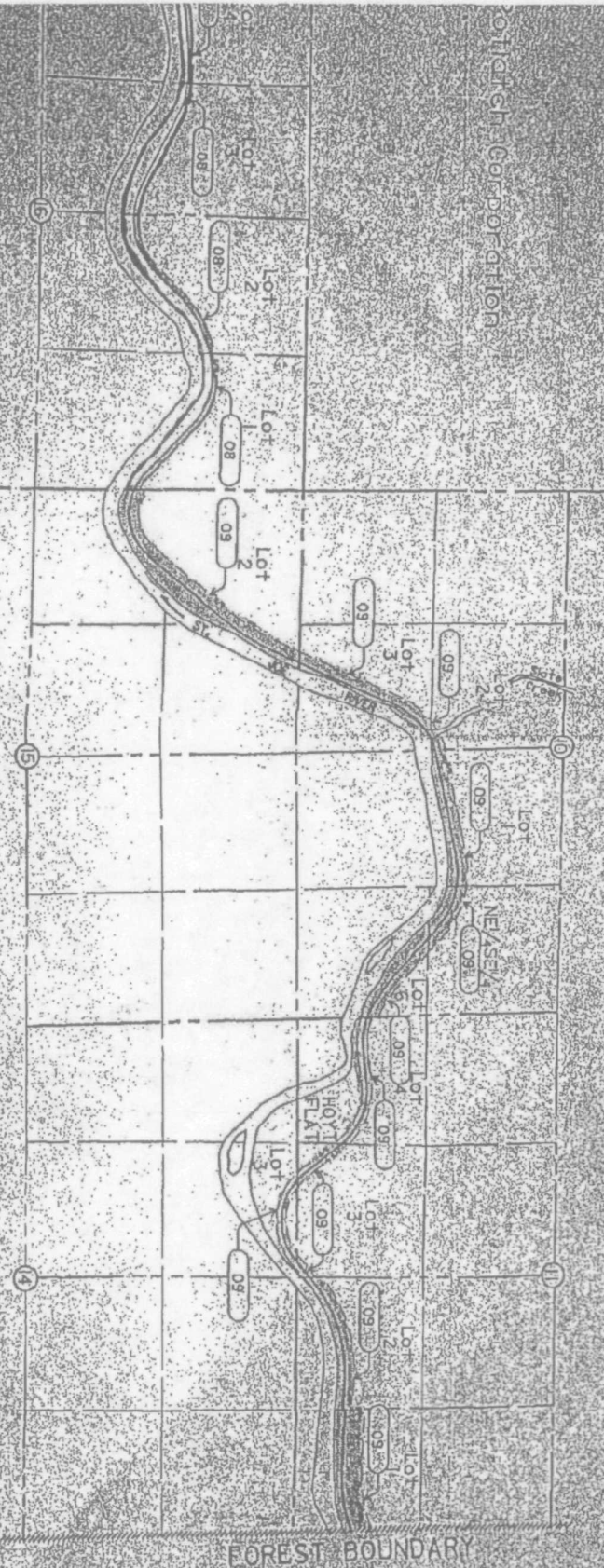




PARCEL INFORMATION SCHEDULE						PARCEL IN		
PARCEL NO.	TEE OWNER	RAILROAD RIGHT-OF-WAY STATUS	R/W CURRENTLY OWNED BY U.S.	R/W TO BE ACQUIRED BY U.S.	PROPOSED DISPOSITION OF RAILROAD IMPROVEMENTS	PARCEL NO.	TEE OWNER	RAILROAD RIGHT-OF-WAY STATUS
10	Edgemont National Bank	Edgemont Under March 3, 1875 Act has Reverted to Underlying Fee Owner	—	3.41 Ac.	F.H.W.A. to Acquire	10	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.
11	U.S. B.L.A.	Edgemont Under March 3, 1875 Act has Reverted to U.S.	5.45 Ac.	—	Portion to Remove	11	Portland Corporation	Edgemont Under March 3, 1875 Act has Reverted to U.S.
12	Portland Corporation	Portland Owns Fee Simple Interest	—	3.40 Ac.	F.H.W.A. to Acquire	12	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.
13	Portland Corporation	Portland Owns Fee Simple Interest	—	4.51 Ac.	F.H.W.A. to Acquire	13	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.
14	U.S. B.L.A.	Edgemont Under March 3, 1875 Act has Reverted to U.S.	2.52 Ac.	—	Portion to Remove	14	Portland Corporation	Edgemont Under March 3, 1875 Act has Reverted to U.S.
15	Portland Corporation	Portland Owns Fee Simple Interest	—	5.30 Ac.	F.H.W.A. to Acquire	15	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.
16	U.S. B.L.A.	Edgemont Under March 3, 1875 Act has Reverted to U.S.	25.16 Ac.	—	Portion to Remove	16	Portland Corporation	Edgemont Under March 3, 1875 Act has Reverted to U.S.
17	U.S. F.S.	Portland Holds Fee Simple Interest	—	20.0 Ac.	F.H.W.A. to Acquire	17	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.
18	Portland Corporation	Portland Owns Fee Simple Interest	—	50.71 Ac.	F.H.W.A. to Acquire	18	U.S. F.S.	Edgemont Under March 3, 1875 Act has Reverted to U.S.

WABZ

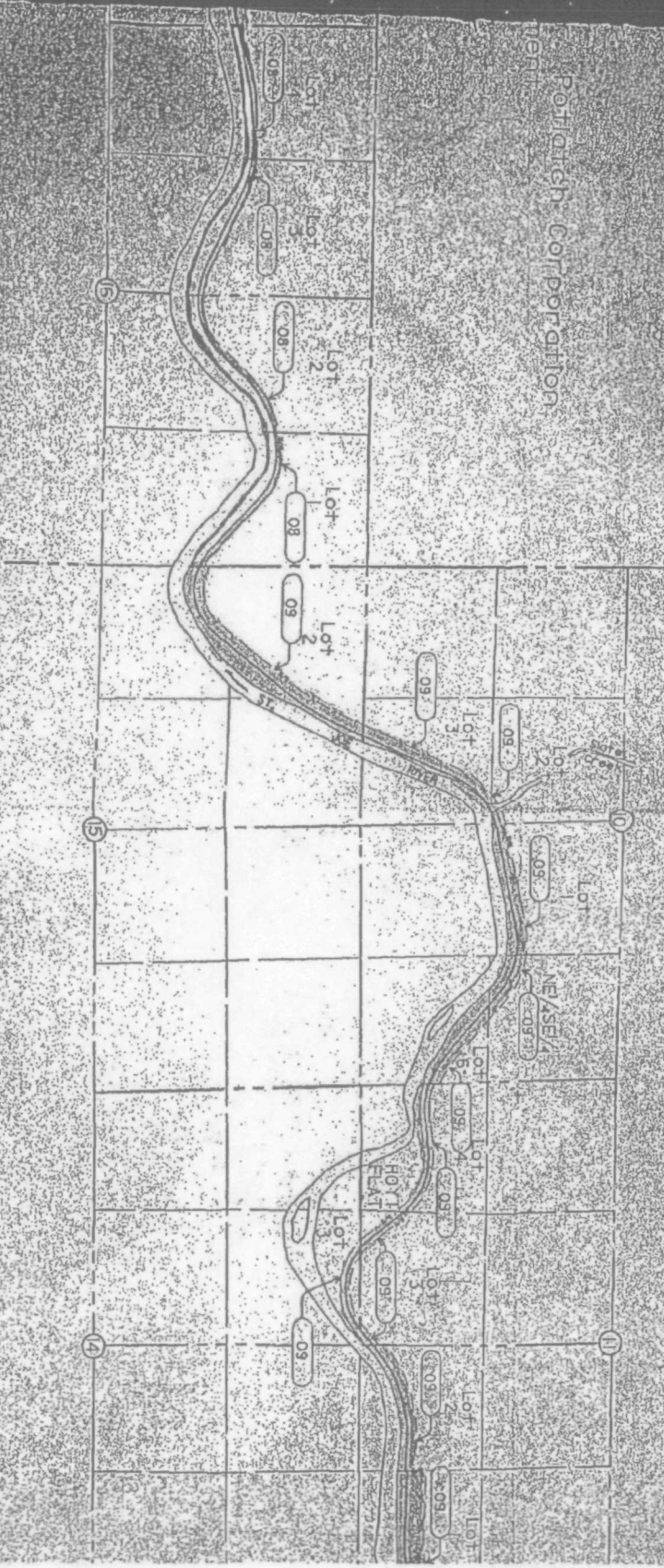
Lot 1-3 Corporation



REG. STATE	PROJECT	SHEET NO.	TOTAL SHEETS
TX	10-1	101-50-161	112-1

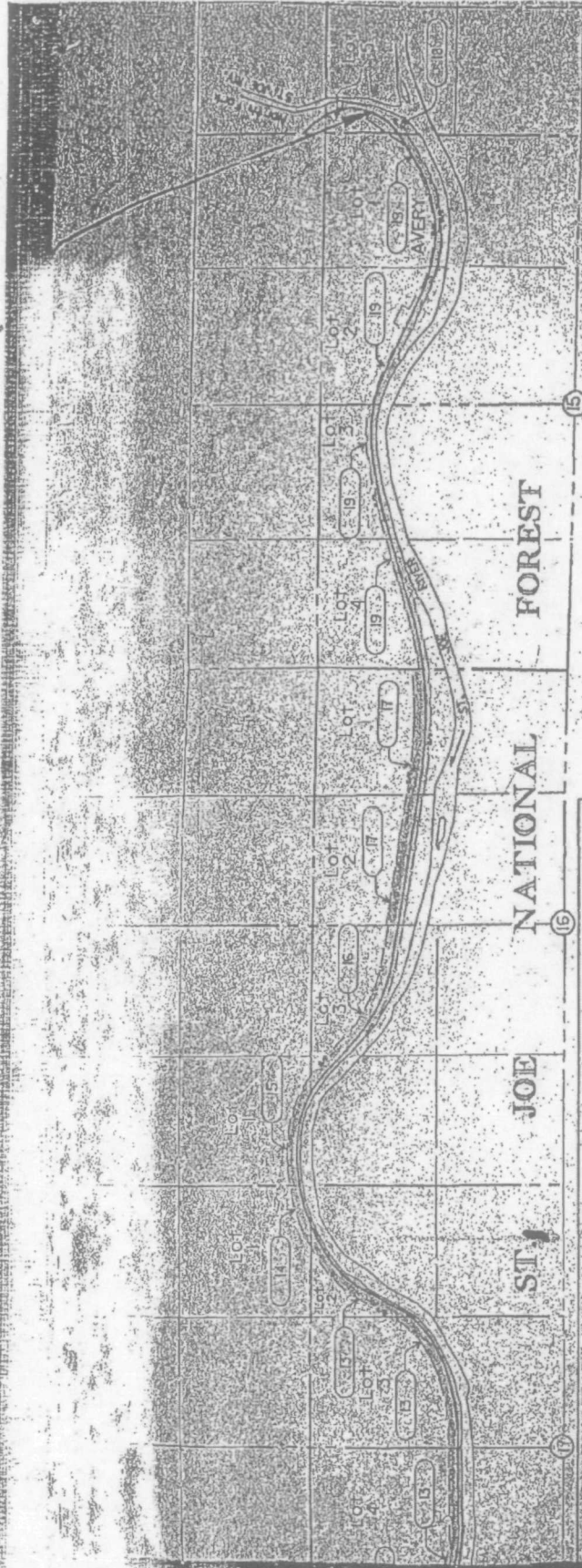
OWNER

Potlatch Corporation



SIA 1031400

REG.	STATE	PROJECT	SHEET
7A	ID	PH-50165	22



FORMATION SCHEDULE			
DATE	FROM CURRENTLY OWNED BY U.S.	TO BE ACQUIRED BY U.S.	PROPOSED DISPOSITION OF RAILROAD IMPROVEMENTS
01/01/1999	1.15 AC	1.15 AC	FHWA to Acquire Rock Cr Bridge. Portion to Remove Remainder.
01/01/1999	1.16 AC	1.16 AC	FHWA to Acquire
01/01/1999	1.17 AC	1.17 AC	Portion to Remove
01/01/1999	1.18 AC	1.18 AC	FHWA to Acquire
01/01/1999	1.19 AC	1.19 AC	Portion to Remove
01/01/1999	1.20 AC	1.20 AC	FHWA to Acquire
01/01/1999	1.21 AC	1.21 AC	Portion to Remove
01/01/1999	1.22 AC	1.22 AC	FHWA to Acquire
01/01/1999	1.23 AC	1.23 AC	Portion to Remove
01/01/1999	1.24 AC	1.24 AC	FHWA to Acquire
01/01/1999	1.25 AC	1.25 AC	Portion to Remove
01/01/1999	1.26 AC	1.26 AC	FHWA to Acquire
01/01/1999	1.27 AC	1.27 AC	Portion to Remove
01/01/1999	1.28 AC	1.28 AC	FHWA to Acquire
01/01/1999	1.29 AC	1.29 AC	Portion to Remove
01/01/1999	1.30 AC	1.30 AC	FHWA to Acquire
01/01/1999	1.31 AC	1.31 AC	Portion to Remove
01/01/1999	1.32 AC	1.32 AC	FHWA to Acquire
01/01/1999	1.33 AC	1.33 AC	Portion to Remove
01/01/1999	1.34 AC	1.34 AC	FHWA to Acquire
01/01/1999	1.35 AC	1.35 AC	Portion to Remove
01/01/1999	1.36 AC	1.36 AC	FHWA to Acquire
01/01/1999	1.37 AC	1.37 AC	Portion to Remove
01/01/1999	1.38 AC	1.38 AC	FHWA to Acquire
01/01/1999	1.39 AC	1.39 AC	Portion to Remove
01/01/1999	1.40 AC	1.40 AC	FHWA to Acquire
01/01/1999	1.41 AC	1.41 AC	Portion to Remove
01/01/1999	1.42 AC	1.42 AC	FHWA to Acquire
01/01/1999	1.43 AC	1.43 AC	Portion to Remove
01/01/1999	1.44 AC	1.44 AC	FHWA to Acquire
01/01/1999	1.45 AC	1.45 AC	Portion to Remove
01/01/1999	1.46 AC	1.46 AC	FHWA to Acquire
01/01/1999	1.47 AC	1.47 AC	Portion to Remove
01/01/1999	1.48 AC	1.48 AC	FHWA to Acquire
01/01/1999	1.49 AC	1.49 AC	Portion to Remove
01/01/1999	1.50 AC	1.50 AC	FHWA to Acquire
01/01/1999	1.51 AC	1.51 AC	Portion to Remove
01/01/1999	1.52 AC	1.52 AC	FHWA to Acquire
01/01/1999	1.53 AC	1.53 AC	Portion to Remove
01/01/1999	1.54 AC	1.54 AC	FHWA to Acquire
01/01/1999	1.55 AC	1.55 AC	Portion to Remove
01/01/1999	1.56 AC	1.56 AC	FHWA to Acquire
01/01/1999	1.57 AC	1.57 AC	Portion to Remove
01/01/1999	1.58 AC	1.58 AC	FHWA to Acquire
01/01/1999	1.59 AC	1.59 AC	Portion to Remove
01/01/1999	1.60 AC	1.60 AC	FHWA to Acquire
01/01/1999	1.61 AC	1.61 AC	Portion to Remove
01/01/1999	1.62 AC	1.62 AC	FHWA to Acquire
01/01/1999	1.63 AC	1.63 AC	Portion to Remove
01/01/1999	1.64 AC	1.64 AC	FHWA to Acquire
01/01/1999	1.65 AC	1.65 AC	Portion to Remove
01/01/1999	1.66 AC	1.66 AC	FHWA to Acquire
01/01/1999	1.67 AC	1.67 AC	Portion to Remove
01/01/1999	1.68 AC	1.68 AC	FHWA to Acquire
01/01/1999	1.69 AC	1.69 AC	Portion to Remove
01/01/1999	1.70 AC	1.70 AC	FHWA to Acquire
01/01/1999	1.71 AC	1.71 AC	Portion to Remove
01/01/1999	1.72 AC	1.72 AC	FHWA to Acquire
01/01/1999	1.73 AC	1.73 AC	Portion to Remove
01/01/1999	1.74 AC	1.74 AC	FHWA to Acquire
01/01/1999	1.75 AC	1.75 AC	Portion to Remove
01/01/1999	1.76 AC	1.76 AC	FHWA to Acquire
01/01/1999	1.77 AC	1.77 AC	Portion to Remove
01/01/1999	1.78 AC	1.78 AC	FHWA to Acquire
01/01/1999	1.79 AC	1.79 AC	Portion to Remove
01/01/1999	1.80 AC	1.80 AC	FHWA to Acquire
01/01/1999	1.81 AC	1.81 AC	Portion to Remove
01/01/1999	1.82 AC	1.82 AC	FHWA to Acquire
01/01/1999	1.83 AC	1.83 AC	Portion to Remove
01/01/1999	1.84 AC	1.84 AC	FHWA to Acquire
01/01/1999	1.85 AC	1.85 AC	Portion to Remove
01/01/1999	1.86 AC	1.86 AC	FHWA to Acquire
01/01/1999	1.87 AC	1.87 AC	Portion to Remove
01/01/1999	1.88 AC	1.88 AC	FHWA to Acquire
01/01/1999	1.89 AC	1.89 AC	Portion to Remove
01/01/1999	1.90 AC	1.90 AC	FHWA to Acquire
01/01/1999	1.91 AC	1.91 AC	Portion to Remove
01/01/1999	1.92 AC	1.92 AC	FHWA to Acquire
01/01/1999	1.93 AC	1.93 AC	Portion to Remove
01/01/1999	1.94 AC	1.94 AC	FHWA to Acquire
01/01/1999	1.95 AC	1.95 AC	Portion to Remove
01/01/1999	1.96 AC	1.96 AC	FHWA to Acquire
01/01/1999	1.97 AC	1.97 AC	Portion to Remove
01/01/1999	1.98 AC	1.98 AC	FHWA to Acquire
01/01/1999	1.99 AC	1.99 AC	Portion to Remove
01/01/1999	2.00 AC	2.00 AC	FHWA to Acquire



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
WESTERN DISTRICT, FEDERAL DIVISION  
VAN COUVER, WASHINGTON

VICINITY AND OWNERS  
ST. JOE RIVER ROAD  
SHOSHONE COUNTY  
IDAHO

Only a portion of existing  
right-of-way width  
is to be acquired in this area.

